

ISO 11119 standards and DOT-FRP and DOT-CFFC standards, please go to <http://phmsa.dot.gov/hazmat/permits-approvals/special-permits>.

## II. Public Meeting Topics

During this public meeting, PHMSA will discuss the following topics; (i) design and testing differences between DOT-FRP, DOT-CFFC and ISO 11119 standards, (ii) when cylinders authorized under the current special permits should be manufactured in accordance with or based upon ISO 11119 standards; (iii) a proposal in which these special permits are modified to provide relief from applicable provisions of ISO 11119.

Prior to this public meeting, PHMSA would like the stakeholders to define and submit to the docket the design testing and manufacturing differences between ISO 11119 standards and relevant DOT-FRP and DOT-CFFC standards and what would be affected if we modified the special permit as proposed. PHMSA will not take action on our proposed modification until the merit of the comments received through this notice and public meeting has been reviewed.

Issued in Washington, DC, on March 7, 2013.

### R. Ryan Posten,

*Deputy Associate Administrator for Hazardous Materials Safety.*

[FR Doc. 2013-05677 Filed 3-12-13; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2013-0019; Notice No. 13-03]

### Safety Advisory: Unauthorized Marking of Compressed Gas Cylinders

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Safety Advisory Notice.

**SUMMARY:** This notice advises the public that PHMSA has confirmed the marking, service and/or sale of certain high pressure DOT specification cylinders marked with a requalification identification number (RIN) without performing a valid hydrostatic requalification test. Kraus Fire Equipment Co. marked DOT cylinders as tested without approval from the Associate Administrator to requalify DOT cylinders and without calibrating its required systems. This advisory addresses cylinders serviced or

purchased from Flint Welding Supply Co, Flint, MI from approximately June 2010 to December 2012 and marked with an "A978" or a partial "A978" or just the Month/Year, without a RIN mark in the middle.

### FOR FURTHER INFORMATION CONTACT:

Kraus Fire Equipment Co., G-4080 S. Dort Highway, Burton, MI Telephone 810-744-4780, Mr. Richard Battstone, Jr., Owner.

### SUPPLEMENTARY INFORMATION:

Approximately 496 DOT 3AA and 3AL cylinders used in carbon dioxide service were improperly marked from approximately June 2010 to December 2012. Cylinders subject to this notice were serviced or purchased from Flint Welding Supply Co, Flint, MI and were marked with an "A978" or a partial "A978" or just the Month/Year, without a RIN mark in the middle. Kraus Fire Equipment Co. requalified cylinders provided by Flint Welding Supply Co. without performing the series of safety tests and inspections required by the Hazardous Materials Regulations. These improperly marked cylinders were not properly tested and may not possess the structural integrity to safely contain their contents under pressure during normal transportation and use. Extensive property damage, serious personal injury, or death could result from a rupture of a cylinder. These cylinders should be considered unsafe and unauthorized for the filling of hazardous material unless and until they are first tested properly by an individual or company authorized by DOT to requalify DOT specification cylinders. Cylinders described in this safety advisory that are filled with an atmospheric gas should be vented or otherwise safely discharged by authorized personnel. Individuals who identify a cylinder subject to this notice are advised to remove it from service and return it to Flint Welding Supply Co, Flint MI.

Issued in Washington, DC, on March 7, 2013.

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. AB 55 (Sub-No. 726X); Docket No. AB 290 (Sub-No. 303X)]

### CSX Transportation, Inc.— Abandonment and Discontinuance of Service Exemption—in the City of Richmond and Henrico County, VA; Norfolk Southern Railway Company— Abandonment and Discontinuance of Service Exemption—in the City of Richmond and Henrico County, VA

On February 21, 2013, CSX Transportation, Inc. (CSXT) and Norfolk Southern Railway Company (NSR) (collectively, Petitioners) jointly filed with the Surface Transportation Board a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 for CSXT and NSR to abandon and discontinue service over a 1.55-mile railroad line known as the James River Industrial Track, between State Road 5 and the end of the line in the City of Richmond and Henrico County, VA.<sup>1</sup> Petitioners explain that they have made this joint filing because they jointly own a portion of the line, they each individually own different portions of the line, and they both are authorized to operate over the entire line. The line traverses United States Postal Service Zip Code 23231 and serves the station of Richmond.<sup>2</sup>

Petitioners state that, based on information in CSXT's and NSR's possession, the line does not contain Federally granted rights-of-way. Any documentation in Petitioners' possession will be made available to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuing this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by June 11, 2013.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by a \$1,600 filing fee. See 49 CFR 1002.2(f)(25).

<sup>1</sup> Petitioners state that there are no mileposts on the line.

<sup>2</sup> Petitioners state that the only shipper on the line, Lehigh Cement Company, LLC, has relocated its facility from the line and does not oppose the proposed abandonment and discontinuance.